



Staff Report for Council Public Meeting

Date of Meeting: April 21, 2021

Report Number: SRPI.21.040

Department: Planning and Infrastructure

Division: Development Planning

Subject: **SRPI.21.040 – Request for Comments – Official Plan and Zoning By-law Amendment Applications – Whitehorn Investments Limited, Stephen-Mitchell Realty Limited, 891566 Ontario Limited and Ledbrow Investments Ltd. – City Files D01-20015 and D02-20029**

Owners:

Whitehorn Investments Limited, Stephen-Mitchell Realty Limited, 891566 Ontario Limited and Ledbrow Investments Ltd.
3200 Highway 7
Vaughan, ON L4L 5Z5

Agent:

SmartCentres
3200 Highway 7
Vaughan, ON L4L 5Z5

Location:

Legal Description: Part of Lot 41, Concession 1, E.Y.S.
Municipal Addresses: 9301, 9325 and 9335 Yonge Street

Purpose:

A request for comments concerning proposed Official Plan and Zoning By-law Amendment applications to permit two high density mixed use residential/commercial apartment buildings on a portion of the subject lands.

Recommendation:

- a) **That Staff Report SRPI.21.40 with respect to the Official Plan and Zoning By-law Amendment applications submitted by Whitehorn Investments Limited, Stephen-Mitchell Realty Limited, 891566 Ontario Limited and**

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Ledbrow Investments Ltd. for lands known as Part of Lot 41, Concession 1, E.Y.S. (Municipal Addresses: 9301, 9325 and 9335 Yonge Street), City Files D01-20015 and D02-20029, be received for information purposes only and that all comments be referred back to staff.

Contact Person:

Leigh Ann Penner, Senior Planner – Subdivisions, phone number 905-771-2462 and/or Deborah Giannetta, Manager of Development, Site Plans, phone number 905-771-5542

Report Approval:

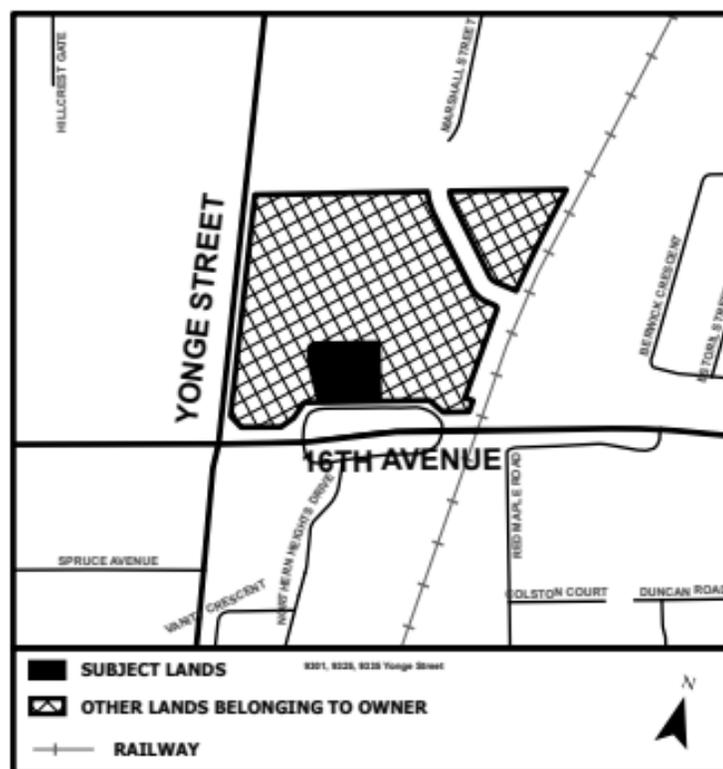
Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure Department

Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

Location Map:

Below is a map displaying the property location. Should you require an alternative format call person listed under the “Contact Person” above.



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Background Information:

The subject Official Plan and Zoning By-law Amendment applications were submitted on December 24, 2020 and deemed complete on February 4, 2021. The applications and supporting materials were subsequently circulated to relevant City departments and external agencies for review and comment. The purpose of this report is to seek comments from Council and the public with respect to the subject applications pursuant to the statutory Public Meeting and associated notice requirements of the *Planning Act*.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located at the northeast corner of 16th Avenue and Yonge Street and form part of the applicant's larger 10.68 hectare (26.40 acre) land holding. The lands that are subject to these development applications (the Phase 1 lands) have a lot area of 0.79 hectares (1.95 acres) and are located midway along the 16th Avenue frontage of the property which is currently accessed via the 16th Avenue service road and via the existing internal network of driveways on the larger site (refer to Map 1). A tributary of the Don River (the German Mills Creek) bisects the northeast corner of the applicant's lands (municipally known as 9325 Yonge Street) from the balance of the site (municipally known as 9301 and 9335 Yonge Street) (refer to Map 1).

The lands presently support the South Hill Shopping Centre that is comprised of a number of free standing and multi-unit retail and commercial buildings, including a supermarket (No Frills). The Phase 1 lands contain a one storey, 3,027 square metre (32,583.42 square feet) commercial building currently occupied by a children's commercial play facility (Luv 2 Play) which is to be demolished as part of the proposed development.

Surrounding land uses include medium density residential uses and parkland to the north, the CN Bala Mainline to the east, Yonge Street to the west and 16th Avenue to the south. Uses beyond the subject lands include townhouse dwellings and high density mixed use residential/commercial development to the north, low density residential development to the east, Hillcrest Mall to the west and commercial and high density mixed use residential/commercial uses to the south (refer to Map 2). It is noted that the Phase 1 lands are located approximately 100 metres walking distance from the newly constructed 16th-Carrville Bus Rapid Transit (BRT) Station at the intersection of Yonge Street and 16th Avenue/Carrville Road.

Development Proposal

The applicants are seeking Council's approval of proposed Official Plan and Zoning By-law Amendment applications to facilitate the construction of a high density mixed use residential/commercial development on a portion of its land holdings (refer to Map 9). As previously noted, the lands subject to these development applications represent the first phase of a multi-phased redevelopment of the overall landholding. The Phase 1

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proposal is comprised of two apartment buildings, 42 and 45 storeys in height, connected by a five storey podium that is to contain 821 residential units and ground related commercial uses.

The proposed development is to also provide for both indoor and outdoor amenity space, including an outdoor amenity terrace atop the five storey podium, at-grade parking, one level of underground parking and parking on all levels within the five storey podium. Vehicular access is proposed from the existing 16th Avenue service road and the existing internal network of driveways on the lands (refer to Maps 9 to 16).

The following is a summary table outlining the relevant statistics of the applicants' development proposal based on the plans and drawings submitted to the City in support of the applications:

- **Total Lot Area:** 10.68 hectares (26.4 acres)
- **Phase 1 Lot Area:** 0.79 hectares (1.95 acres)
- **Number of Buildings:** 2
- **Number of Dwelling Units:** 821 dwelling units
- **Number of Storeys:** 42 (North Tower) and 45 (South Tower)
- **Building Height**
 - **North Tower:** 139.20 metres (456.69 feet)
 - **South Tower:** 148.20 metres (486.22 feet)
- **Podium Height:** 5 storeys or 20.70 metres (67.91 feet)
- **Total Gross Floor Area:** 69,407.70 square metres (747,122.71 square feet)
 - **Residential:** 67,726.40 square metres (729,024.75 square feet)
 - **Commercial:** 1,618.40 square metres (17,420.88 square feet)
- **Floor Space Index (FSI)**
 - **Phase 1:** 8.78
 - **Entire Site:** 0.65
- **Total Amenity Area:** 2,817.90 square metres (30,332.615 square feet)
 - **Indoor:** 1,027.20 square metres (11,057.05 square feet)
 - **Outdoor:** 1,790.70 square metres (19,275.57 square feet)
- **Total Parking Spaces:** 756 (combined parking rate of 0.92 spaces)
 - **Residential:** 538
 - **Barrier Free:** 15
 - **Visitor:** 186 (provided offsite within shopping centre)
 - **Retail:** 17 (provided offsite within shopping centre)
- **Bicycle Parking Spaces:** 524 (combined parking rate of 0.64 spaces)
 - **Residential:** 492
 - **Residential - Visitor:** 26
 - **Retail:** 3
 - **Retail - Visitor:** 3

Applications for draft Plan of Condominium and Site Plan approval will be required to facilitate the intended form and tenure of the development proposal. At the time of preparation of this report, the aforementioned applications had not been submitted to the City.

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Supporting Documentation/Reports

The applicants have submitted the following documents/information to the City in support of the proposed development:

- Planning Justification Report;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Plan of Survey;
- Context Plan/Adjacent Property Plan;
- Concept Plan/Framework Plan;
- Project Statistics Plan;
- Site Plan;
- Site Plan – Shopping Plaza;
- P1 Level Floor Plan;
- Ground Floor Plan;
- Roof Plan;
- Building Elevations;
- Building Sections;
- 3D Views;
- Preliminary Landscape Plan;
- Grading Plan;
- Site Servicing Plan;
- Urban Design Brief;
- Shadow Study;
- Tree Inventory and Preservation Report and Plan;
- Functional Servicing and Stormwater Management Report;
- Hydrogeological Investigation;
- Preliminary Geotechnical Investigation; and,
- Urban Transportation Considerations.

Official Plan and Zoning By-law Amendment Applications

The applicants have submitted an Official Plan Amendment application that seeks approval of the following site specific amendments in order to facilitate the proposed development:

- an increase in the maximum density from 4.0 to 8.78 FSI based on a lot area of 7,904 square metres;
- an increase in the maximum building height from 20 storeys to 42 and 45 storeys;
- an increase in the maximum tower floor plate size from 750 square metres (8,073.20 square feet) to 777 square metres (8,363.83 square feet); and,
- a maximum Gross Floor Area of 69,410 square metres (736,383.20 square feet).

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Additionally the applicants are seeking approval to rezone a portion of their land holdings from **Community Commercial (CC) Zone** under Zoning By-law 108-85, as amended, to **Multiple Residential Ten (RM10) Zone** under By-law 2325-68, as amended, with site specific development standards to facilitate the proposed development. Given that there are no general development standards for the **RM10 Zone** under By-law 2325-68, development standards for the proposed high density residential development will have to be implemented on a site specific basis. In this regard, outlined below is a summary of the requested site specific development standards proposed by the applicants:

Development Standard	Proposed Standard, RM10 Zone under By-law 2325-68, as amended
Maximum Number of Apartment Dwelling Units	821
Maximum Gross Floor Area	69,410 square metres (747,147.47 square feet)
Maximum Floor Area Ratio	878%
Maximum Tower Floor Plate	777 square metres (8,363.83 square feet)
Maximum Lot Coverage	70%
Minimum Front Yard (16 th Avenue)	0.0 metres (0.0 feet)
Minimum Interior Side Yard (East)	1.5 metres (4.92 feet)
Minimum Interior Side Yard (West)	1.7 metres (5.58 feet)
Minimum Rear Yard	1.7 metres (5.58 feet)
Maximum Building Height	45 storeys / 148.50 metres (487.20 feet)
Maximum Coverage of Mechanical Penthouse	75% of roof surface
Maximum Drive Aisle Width	6.0 metres (19.69 feet)
Minimum Parking Spaces	
• Apartment Dwelling, including Visitor parking	0.65 parking spaces/dwelling unit
• Interim Parking (1):	0.25 parking spaces/dwelling unit
Minimum Bicycle Parking Spaces	
• Residential Use:	0.6 bicycle parking spaces/dwelling unit
• Residential Use – Visitor:	5% of the minimum required bicycle spaces for residential use
• Non-Residential Use:	0.13 bicycle parking spaces/dwelling unit
• Non-Residential Use – Visitor:	0.15 bicycle parking spaces/100 square metres of gross floor area

In addition to the above, the applicant is proposing site specific development standards to:

- prohibit above grade parking between the building and 16th Avenue;
- amend the general provisions pertaining to minimum required vehicular and bicycle parking spaces;

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- amend the parking rates applicable to the portion of the subject lands zoned **Community Commercial (CC) Zone** to permit 2.8 parking spaces/100 square metres of commercial gross floor area; and,
- permit interim parking as off-site parking shared with the balance of the lands currently zoned **Community Commercial (CC) Zone** on the lands.

Planning Analysis:

Staff has undertaken a preliminary review and evaluation of the applicants' development proposal based on the policy framework contained within the *Provincial Policy Statement (2020)* (the "PPS"), the *Growth Plan for the Greater Golden Horseshoe (2019)* (the "Growth Plan"), the *Regional Official Plan (2010)* (the "ROP") and the City's Official Plan (the "Plan").

Staff notes that the City's in force Plan is consistent with the *PPS* and conforms with the *Growth Plan* and the ROP that were in force at the time of its approval. Since the Plan's approval, the *PPS* was updated in 2020 and the *Growth Plan* was updated in 2019. In this regard, both York Region and the City are currently conducting Municipal Comprehensive Reviews (MCRs) to update their Official Plans as necessary to align with more recent Provincial planning direction. Below is a more detailed outline of the proposal relative to the current Regional and City Official Plans.

York Region Official Plan

The subject lands are designated **Urban Area** and are located along a **Regional Corridor** in accordance with Map 1 (Regional Structure) of the ROP. Lands designated **Urban Area** are intended to support a full range and mix of urban uses which are intended to accommodate a significant portion of planned growth within the Region. In this regard, the **Urban Area** policies would permit a high density mixed use residential commercial development as proposed by the subject applications. Growth within York Region is to be accommodated within the **Urban Area** whereby **Regional Corridors** will serve as locations for the highest densities and mix of uses, as determined by the local municipality, with consideration for local community context and character. Development within **Regional Corridors** is to be urban in form and designed to be compact, mixed-use, oriented to the street, pedestrian and cyclist friendly, and transit supportive. The subject lands are also identified as being located on a **Regional Transit Priority Network** in accordance with Map 11 (Transit Network) of the ROP.

At its meeting of September 24, 2020, Regional Council adopted the recommendations, as amended, of a staff report entitled "Major Transit Station Areas Endorsement Report", thereby endorsing boundary delineations, minimum density targets and preliminary policy directions for each of the Region's identified Major Transit Station Areas (MTSA). These recommendations serve to guide the ROP update currently being undertaken through a Municipal Comprehensive Review (MCR) in order to implement the policies of the *Growth Plan for the Greater Golden Horseshoe (2019)*. In this regard, a MTSA is centered at the newly constructed Bus Rapid Transit (BRT) Station at the

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intersection of Yonge Street and 16th Avenue/Carrville Road, referred to as MTSA 38. In considering the appropriateness of the applicants' development proposal, it is important to recognize that the subject lands are located within the boundaries of an MTSA as currently endorsed by Regional Council.

The subject applications have been circulated to York Region and remain under review at the time of writing this report. Among other matters, the Region will need to confirm whether the proposed Official Plan Amendment may be exempted from Regional approval and delegated to the City for final consideration. As a result, a more detailed review and evaluation of the proposed amendment in the context of the applicable policies in the ROP will form part of a future recommendation report to Council where deemed necessary.

City of Richmond Hill Official Plan

The subject lands are designated **Key Development Area (KDA)**, **Neighbourhood** and **Natural Core** in accordance with the Plan (refer to Map 3). The Phase 1 lands are designated **KDA**. **KDAs** are planned intensification areas located on a **Regional Corridor** where transit and major retail and commercial nodes intersect as is the case at Yonge Street and 16th Avenue/Carrville Road. The predominant land uses within the **KDAs** are to be mixed use, transit oriented uses and therefore medium/high density residential uses as well a full range of commercial, retail and office uses are permitted within this designation.

Further, **Section 4.4.1.6** of the Plan establishes the density of a development block within a **KDA** to be a minimum of 2.5 FSI and a maximum of 3.0 FSI. In addition to the density provisions, **Section 4.4.1.8** of the Plan also establishes height requirements for the **KDA** wherein the maximum base building height is to be six storeys and the maximum building height is to be 20 storeys, with the tallest buildings to be directed towards the intersection of Yonge Street and Carrville Road/16th Avenue.

Given the significance of this part of the City, the Plan directs that a Secondary Plan be prepared to effectively plan for the intensification and design of development in the **KDAs**. In this regard, Council approved the *Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report* (the Recommendations Report) at its meeting of January 30, 2017 and directed staff to:

“...utilize the Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report in the review and evaluation of development applications within the area, until such time as Council adopts a Secondary Plan”.

In consideration of the approved report, staff prepared a Draft Secondary Plan entitled *Yonge and Carrville/16th Key Development Area* which was considered by Council in 2017 and 2018. However, the draft Secondary Plan and implementing draft Zoning By-law have not yet been approved by Council.

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Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report

A preliminary review of the Plan policies and the direction provided by the Recommendations Report suggests that in terms of land use, the proposal is considered to be generally consistent with the provisions of the report, namely with respect to the provision of a mixed-use, transit supportive, commercial-residential area while creating a unique sense of place at the intersection of Yonge Street and Carrville Road/16th Avenue. However, in terms of height and density, the proposal does not conform.

In this regard, the preferred land use scenario of the Recommendations Report recommends a maximum height of 20 storeys and a density of 4.0 FSI for these lands, whereas the proposed development seeks approval for building heights of 42 and 45 storeys connected by a five storey podium and a net density of 8.78 FSI based on a lot area of 7,904 square metres and gross density of 0.65 FSI based on the entire site (refer to Maps 11 to 15). Furthermore, the subject development proposal does not propose the establishment of any new public roads or the provision of public parkland or urban open spaces, which includes expanded connections to the German Mills Creek Greenway on the eastern edge as identified in the report and within the schedules of the Draft Secondary Plan (refer to Maps 6 and 7).

A more detailed review and evaluation of the proposed amendments in the context of the applicable Plan policies will be completed following the receipt of comments from Council, the public, City departments and external agencies and will form part of the future recommendation report to Council.

Zoning

The subject lands are presently zoned **Community Commercial (CC) Zone** and **Community Commercial Special Provisions (CCS) Zone** under Zoning By-law 108-85, as amended (refer to Map 8). The Phase 1 lands are zoned **Community Commercial (CC) Zone** which permits retail stores, retail services, offices, banks or financial institutions, automotive service centres as part of a retail store, outdoor garden centres as part of a retail store, and restaurants. Given that By-law 108-85 does not include a zone category that accommodates the development as proposed by the subject applications, the applicants are seeking to introduce a **Multiple Residential Ten (RM10) Zone** category into the by-law with site specific provisions to implement the proposed development. This zone would permit a broad range of uses consistent with the uses outlined in the Plan for **KDAs** including townhouses, apartments, commercial uses, day nurseries, public authority uses, places of worship, long-term care facilities and senior citizen dwellings, arts and cultural and social facilities and social services.

The draft Zoning By-law submitted in support of the development proposal is currently under review. The appropriateness of the proposed site specific zoning provisions and exceptions, as well as the need for additional standards and/or restrictions will continue

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to be evaluated through the review of the submitted development applications with regard to policy conformity, land use compatibility, urban design and function.

Department and External Agency Comments:

The subject Official Plan and Zoning By-law Amendment applications and the associated background studies and reports submitted in support of same have been circulated to various City departments and external agencies for their review and comments. As the subject applications were only deemed complete in February 2021, the applications remain under review by a number of City departments and external agencies.

Development Planning Division

Development Planning staff have undertaken a preliminary review of the applicants' development proposal, including plans and materials submitted in support of the proposed development. In consideration of the policies of the Plan and the approved *Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report*, which are relevant to the evaluation of the proposed development, staff provides the following preliminary comments:

- York Region and the City have initiated Municipal Comprehensive Review (MCR) processes to update their respective Official Plans to align with the updated policy direction in the *Provincial Policy Statement (2020)* and the *Growth Plan (2019)*. In this regard, it is noted that the subject lands are located within the boundaries of a Major Transit Station Area (MTSA) as currently endorsed by Regional Council as part of their MCR process;
- the proposed development is consistent with the **KDA** policies of the Plan with respect to land use, the provision of a mix of uses and development that is transit oriented;
- appropriate development standards will be required to accommodate landscaping, building separation and outdoor amenity space that reflect a high density development shall be provided;
- **Section 3.1.5.2** of the Plan requires a minimum of 35% of new housing units within the Richmond Hill Centre and the **KDAs** to be affordable. In this regard, the applicants will be required to demonstrate how this policy will be satisfied;
- **Section 3.1.5.3** of the Plan also requires a portion of the units to be accessible for people with disabilities. In this regard, the design of the individual units will need to be addressed as part of a future Site Plan application that demonstrates accessibility and consistency with this policy;
- 0.7% (6 units) of the proposed dwelling units are to be three bedrooms units which is inconsistent with **Section 3.1.5.6** of the Plan that encourages the provision of family sized units within high density residential development. The plans submitted in support of the proposed development indicate that 59.9% (492 units) and 39.3% (323 units) of the total dwelling units proposed are to be one bedroom units and two bedroom units, respectively. In this regard, the applicants shall reconsider the

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- proposed residential unit breakdown to provide a portion of units that are suitable for family households in accordance with the applicable policies of the Plan;
- in accordance with **Section 4.4.1.10** of the Plan, the proposed development appears to provide angular plane and built form transition/compatibility as outlined in **Section 3.4.1.55** of the Plan;
 - the proposed towers include a tower separation of approximately 31 metres (101.71 feet) which is consistent with **Section 3.4.1.58** of the Plan wherein a minimum separation distance between high-rise towers of approximately 25 metres (82.02 feet) in order to maintain appropriate light, views and privacy is required;
 - the proposed tower floorplates are approximately 777 square metres (8,363.83 square feet) in size whereas **Section 3.4.1.59** of the Plan generally requires a tower floorplate above the podium of approximately 750 square metres (8,073.20 square feet). While the applicants' draft Official Plan Amendment seeks to increase the maximum tower floor plate size, it is noted that an amendment is not required to address this matter;
 - **Section 3.4.1.60** of the Plan states that high-rise buildings shall be required to be stepped back from the maximum base height in order to ***“provide a clear discernible top to the street wall and minimize impacts to the public realm.”*** The subject applications propose a five storey podium between two high rise towers. Based on the design, the towers are not situated above the podium and do not step back from the base of the building. While the design of the buildings is under review at this time, the height policies with respect to transition within the public realm requires further evaluation;
 - **Section 4.4.1.7** of the Plan requires that until such time as Council approves a Secondary Plan for the **KDAs**, applications for development shall be required to submit a concept plan in accordance with **Section 5.2** of the Plan which demonstrates how the development meets the land use and design policies of the Plan for areas identified as a development block by the City. Further review of the development proposal in terms of the “fit” of the Phase 1 development as part of the overall redevelopment of the applicants' landholding, as well as the proposed street network, land use and urban design policies is required;
 - the proposed building heights of 42 and 45 storeys greatly exceeds the maximum building height permitted for the lands within this portion of the **KDA** as outlined **Sections 4.4.1.8(c)** and **(d)** which states the maximum building height shall be 20 storeys and the tallest buildings are to be directed towards the intersection of Yonge Street and Carrville Road/16th Avenue. Furthermore, the Recommendations Report identifies that buildings shall have a maximum height of 20 storeys in this specific portion of the **KDA** (refer to Map 4);
 - in terms of density, **Section 4.4.1.6** of the Plan stipulates that the density of a development block within the **KDA** shall be a minimum of 2.5 FSI and a maximum of 3.0 FSI. Furthermore, the Recommendations Report identifies the maximum proposed density on the portion of the lands subject to these development applications to be 4.0 FSI (refer to Map 5). The applicant proposes a site specific density of 8.78 FSI, which greatly exceeds the density envisioned for the area;

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- the Recommendations Report identifies that public streets and public parks or urban squares (refer to Maps 6 and 7) be provided in order to improve connectivity and mobility within the **KDA**. While the Plan provides flexibility in this regard, the applicants are not proposing any public streets or parks/urban squares as part of this phase of development;
- the applicants are proposing a reduced parking rate for residential uses (0.65 spaces per dwelling unit), an interim shared parking rate for residential uses (0.25 spaces per dwelling unit) provided as off-site parking shared with the balance of the lands zoned **Community Commercial (CC) Zone**, and a shared parking rate (2.8 spaces per 100 square metres of commercial gross floor area) between visitor spaces and the existing commercial/retail uses on the larger site. A Transportation Impact Study (inclusive of a Transportation Demand Management Study and Parking Justification) is currently under review to determine the appropriateness of the proposed reduction from a functional and operational perspective;
- vehicular access for the Phase 1 development is proposed to be from a new driveway entrance from the 16th Avenue service road which will continue to be restricted to right-in/right-out movements only. The Phase 1 lands are to also be accessed via the existing internal network of driveways on the larger site. The appropriateness of the proposed vehicular access will be evaluated during the review of the subject development applications;
- the applicants shall provide clarification regarding the future division of the lands or whether the lands will remain part of the larger landholding. Additional development applications may be required in this regard;
- the applicants will be required to demonstrate conformity with the urban design policies of the Plan and the proposed development will be assessed on the basis of the City-wide Urban Design Guidelines as it relates to design, compatibility and acceptable transition within the public realm;
- comments from the City's Development Engineering Division are required to address matters related to servicing, hydrogeology, traffic impact, access operations, on-site circulation, parking and transportation demand management measures for the proposed development;
- comments from the City's Park and Natural Heritage Planning Section are required to address matters related to parkland dedication, tree removal/relocation/compensation, recreational trail connection considerations in accordance with the draft Active Transportation/Recreational Trails Map from the Transportation Master Plan project and cycling connection and multi-use pathway considerations on the subject lands;
- comments from Metrolinx are required to address matters related to the protection and/or integration of the future Yonge Subway Extension alignment and station with the proposed development;
- comments from York Region are required to address matters related to ROP policy implications and transportation considerations;
- the applicants must satisfactorily address any issues and requirements identified by City departments and external agencies that have been requested to review the

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subject development proposal. In this regard, a number of City departments and external agencies continue to review the applications at the time of writing this report;

- applications for Site Plan approval and draft Plan of Condominium will be required to facilitate the proposed development; and,
- staff will continue to review the form, content and appropriateness of the proposed draft Official Plan and Zoning By-law Amendments with respect to height, density and built form, as well as the site specific development standards requested by the applicants such as setbacks and parking.

A comprehensive review of the subject Official Plan and Zoning By-law Amendment applications will be conducted following the receipt of comments and feedback from City departments, external agencies, Council and the public. This detailed review will be completed in advance of and addressed as part of a recommendation report to be prepared for a future Council meeting.

Other City Department and External Agency Comments

Comments have also been received from Alectra Utilities, Rogers Cable, Enbridge Gas and the French School Board, in addition to the City's Financial Services Division. These City Departments and external agencies have no objections to the applications and/or have provided comments to be considered by the applicants during the more detailed implementation stage of the approval process.

As of the writing of this report, the subject applications remain under review by the City's Development Engineering Division, Urban Design and Heritage Section, Park and Natural Heritage Planning Section, Community Services – Public Works Operations and Fire and Emergency Services Division, as well as the Regional Municipality of York, Toronto and Region Conservation Authority, the York Region District School Board, the York Catholic District School Board, Canada Post, Hydro One and Bell Canada.

Financial/Staffing/Other Implications:

The recommendation of this report does not have any financial, staffing or other implications.

Relationship to Council's Strategic Priorities 2020-2022:

The recommendation of this report does not have any direct implications with respect to Council's Strategic Priorities. An overview of how the subject applications are aligned with Council's Strategic Priorities will be included in a future recommendation report to Council following a comprehensive review and evaluation of the applicants' development proposal.

Climate Change Considerations:

The recommendations of this report do not have any direct implications with respect to Council's Climate Change Considerations at this time. An overview of how the subject

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applications support Council's climate change mitigation and/or adaptation measures to reduce carbon emissions will be included in a future recommendation report to Council following a comprehensive review and evaluation of the applicants' development proposal.

Conclusion:

The applicants are seeking Council's approval of their Official Plan and Zoning By-law Amendment applications to permit a high density mixed use residential/commercial development on a portion of their land holdings. The purpose of this report is to provide Council and the public with an overview of the development proposal and to discuss the regulatory regime governing the evaluation of these planning applications. This report has been structured for information purposes only, with a recommendation that all comments be referred back to staff for consideration.

Appendix Contents and Maps:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Map 1: Aerial Photograph
- Map 2: Neighbourhood Context
- Map 3: Official Plan Schedule A2 – Land Use
- Map 4: Draft Yonge-16th KDA Secondary Plan–Height–Schedule 1
- Map 5: Draft Yonge-16th KDA Secondary Plan–Density–Schedule 2
- Map 6: Draft Yonge-16th KDA Secondary Plan–Urban Open Space System–Schedule 3
- Map 7: Draft Yonge-16th KDA Secondary Plan–Streets–Schedule 4
- Map 8: Existing Zoning
- Map 9: Proposed Site Plan
- Map 10: Proposed Site Plan – Shopping Plaza
- Map 11: Proposed Building Elevations
- Map 12: Proposed Building Elevations
- Map 13: Proposed Building Sections
- Map 14: Proposed 3D Views
- Map 15: Proposed 3D Views
- Map 16: Proposed Landscape Plan

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Report Approval Details

Document Title:	SRPI.21.040 - Request for Comments - SmartCentres - D01-20015 and D02-20029.docx
Attachments:	<ul style="list-style-type: none">- SRPI.21.040 - Map 1 - Aerial Photograph.docx- SRPI.21.040 - Map 2 - Neighbourhood Context.docx- SRPI.21.040 - Map 3 - Official Plan Designation.docx- SRPI.21.040 - Map 4 - KDA Secondary Plan - Height - Schedule 1.docx- SRPI.21.040 - Map 5 - KDA Secondary Plan - Density - Schedule 2.docx- SRPI.21.040 - Map 6 - KDA Secondary Plan - Open Space - Schedule 3.docx- SRPI.21.040 - Map 7 - KDA Secondary Plan - Street - Schedule 4.docx- SRPI.21.040 - Map 8 - Existing Zoning.docx- SRPI.21.040 - Map 9 - Proposed Site Plan.docx- SRPI.21.040 - Map 10 - Proposed Site Plan - Shopping Plaza.docx- SRPI.21.040 - Map 11 - Proposed Building Elevations.docx- SRPI.21.040 - Map 12 - Proposed Building Elevations.docx- SRPI.21.040 - Map 13 - Proposed Building Sections.docx- SRPI.21.040 - Map 14 - Proposed 3D Views.docx- SRPI.21.040 - Map 15 - Proposed 3D Views.docx- SRPI.21.040 - Map 16 - Proposed Landscape Plan.docx
Final Approval Date:	Apr 7, 2021

This report and all of its attachments were approved and signed as outlined below:

Gus Galanis - Apr 7, 2021 - 10:08 AM

Kelvin Kwan - Apr 7, 2021 - 11:08 AM

MaryAnne Dempster - Apr 7, 2021 - 3:50 PM